

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

14 JUL 1931

Date of writing Report 13-7- 1931 when handed in at Local Office 13-7- 1931 Port of Aberdeen

No. in Book 209 Survey held at Aberdeen Date, First Survey 6-7-31 Last Survey 13-7-1931
(No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. K. "RIGHTWAY"

Gross ~~255~~ 163 Vessel built at Aberdeen By whom J. Lewis & Sons, Ltd. When 1931
Net 115 Engines made at Aberdeen By whom J. Lewis & Sons, Ltd. When 1931

nominal 69 Boilers, when made (Main) 1931 (Donkey) -
Horse Power

of Main Boilers 1 Owners Scrabie Steam Fishing Co., Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)
of Donkey Boilers 1 Managers J. D. Irvine Port N. Shields Voyage Fishing
Working Pressure 180 If Surveyed Afloat or in Dry Dock Pontons 2 & 3
No. of Donkey Boilers 1 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 A1</u>		<u>+L.M.C. 3-31</u>
<u>Stm. Trawler 3-31</u>		<u>CL</u>
<u>(below contemplated)</u>		

1st Report No. Port

Particulars of Examination and Repairs (if any) Damage.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Not required.

was a damage report made by anyone else? If so, by whom? Insurance Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " " " no

Why was this not done, state for what reasons? B.S. not due.

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons

Has the shaft now fitted been previously used? yes Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Repairs to be effected. See below

PRELIMINARY REPORT.

Damage, stated to have been caused by being aground at Collieston, Aberdeenshire, from April 9th to May 2nd 1931.

Propeller broken. No other examination of machinery made.

The engines & boiler are to be lifted out of the vessel for repairs to the vessel, & are to be opened up for examination and any repairs which may be found necessary.

The question of repairing the vessel and machinery is at present in abeyance, as no agreement has yet been reached between the Owners and the Insurance Companies.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, or + L.M.C. 9,11, 110 lb., F.D., &c.)

This vessel's machinery is at present in a damaged condition, and in my opinion the classification should be suspended pending examination and repairs as above.

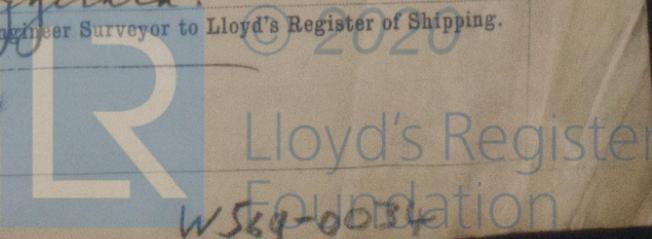
Survey Fee (per Section 28).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	19
Travelling expenses (if chargeable).....	£	:	:	19

P. Fitzgerald

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 21 JUL 1931
Assigned Deferred

TUE. 21 JUN 1931



W569-0034

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to